Operation of private air taxis in the country

33. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government has decided to encourage private airlines to operate in the country;

(b) how many companies are operating such services at present;

(c) whether any complaints have been received regarding excess charges levied by private airlines; and

(d) if so, what action Government are contemplating to regulate the fare structure?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Under the scheme of air taxi operations, permission is given to specified categories of applicants to operate air services which are on charter and/or non-scheduled basis;

(b) At present, 9 air taxi operators are provding air services.

(c) Yes, Sir.

(d) Under the existing guidelines, there is no provision for regulation of fare structure of air taxi operators.

Safety conditions in Indian Airlines

34. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether several experts have pointed out the safety conditions are being violated by the Indian Airlines; and

(b) if so, what steps Government are taking to improve air safety?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Whenever violation of safety regulations by Indian Airlines is brought to the notice of DGCA, appropriate action is taken by them. Measures, such as implementation of recommendation emanating from infestigation of aircraft accidents, dissemination of safety information, monitoring of cockpit voice recorders, carrying out periodic inspection of aerodromes, implementation of measures for eradication of bird menace at airports etc., are taken to improve air safety.

Privatisation of ITDC Hotels

35. SHRI DILIP SINGH JUDEV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have a proposal to privatise some ITDC hotels under the disinvestment policy of Government;

(b) if so, what are the ITDC hotels that have been identified therefor; and

(c) what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) The Government have formulated a scheme whereby small groups of ITDC hotels would be formed for the purpose of developing them as joint ventures with leading foreign hotel chains. Under this scheme ITDC has invited bids for participation in the equity of the joint venture companies from foreign international hotel chains though no final decision has been taken so far. However, there is no proposal to disinvest equity of ITDC.

Crash landing of leased Uzbek aircraft

38. SHRI GHUFRAN AZAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have conducted any enquiry into the crash landing of a leased Uzbek passenger aircraft at Delhi airport on the 9th January, 1993;

(b) if so, under what circumstances the aircrash took place;

(c) what are the details including outcome of the enquiry, if any conducted in this regard;

(d) the number of passengers injured;

(e) the extent of loss of their baggage, etc. and compensation paid to them by Government;

(f) whether it is a fact that in most of the European and other countries there is for much thicker than in our country, and yet hundreds of flights land and take off every day in those countries; and

(g) if so, what safety measures Government propose to take to improve the situation at Indian airports to avoid aircraft accidents?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) The accident is under investigation by a Court of Inquiry appointed under Rule 75 of the Aircraft Rules 1937.

(d) Six persons had sustained serious injuries in the incident.

(e) Out of 152 passengers (including four infants) on board, claims have been received from 113 passengers. Baggage claims including exgratia have been settled for a total amount of Rs. 10.74 lakhs in respect of 79 passengers, so far.

(f) Yes, Sir.

(g) Airports are equipped with essential navigational/landing equipment to ensure safety of operations. The facilities are however upgraded from time to time depending upon requirements and technological advancement.

Challenge of private airlines operators

37. SHRI GHUFRAN AZAM:
SHRI S. K. T. RAMACHANDRAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any estimate has been prepared of losses suffered by the Indian Airlines due to the ongoing strike by the pilots and inept handling of the situation arising therefrom;

(b) whether advantage was taken of the prevailing situation by other airliners that were allowed to ply within the domain of Indian Airlines;

(c) if so, the details thereof;

(d) what are the details of private airliners now operating in the country to handle domestic air-traffic with comparative seats of Indian Airlines; and

(e) in what manner the Indian Airlines management propose to meet the challenge of private airlines operators who are tempting the senior pilots with huge salaries and perks?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Indian airlines has assessed its cash loss; on account of strike by its pilots from 10th December, 1992 to 24th January, 1993 at Rs. 46.60 crores. During the period of the strike, occupancy of the flights of other airlines such as Air India and Vayudoot as well as air taxi operators registered a significant increase. Of a total of 11 air taxi operators permit issued by DGCA, validity of one expired in September, 1991 and has not been renewed: one other operator has discontinued operation due to grounding of its aircraft; the remaining 9 are now in operation, Besides No Objection Certificate has been issued under the sir taxi scheme to 31 parties who have yet to complete the prescribed formalities to be eligible for ais taxi operators pehmit. In the year 1992 the average number of passengers carried daily was about 2000 in the case of the air taxi operators taken together as against 22000 carried by Indian Airlines.

(e) while the senior pilots on roll are not bound by any bond, all the pilots who